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1.15 p.m. to 1.45 p.m... Every 15 minutes.
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2.15 p.m. to 3.00 p.m... Every 15 minutes.
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THE GUILD OF THE GARDEN
LOVERS. [a25]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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ACKNOWLEDGEMENT.

Mrs. J. B. Scott begs to return thanks for expressions of sympathy and condolence in her recent bereavement.

[830]

HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 27TH, 1912.

SENATOR SMITH, who was Chairman of the United States Committee of Inquiry into the *Titanic* disaster, has been held up to world-wide ridicule because he asked a nautical witness the question: "What are icebergs made of?" To the majority of people it seems a stupid question to put to a witness, but in glancing through some of the evidence given before Lord *Massey's* Court of Inquiry in London we observe a statement in the evidence of one of the nautical witnesses which will probably raise in the minds of most of those who read it a doubt as to whether, after all, Senator *Smith* deserves the ridicule which has been heaped upon him.

If, for example, it were asked, "What is the colour of an iceberg?" would not nine hundred and ninety-nine people in a thousand answer with a supercilious smile in terms something like these: "Why, white, of course; or it may be described as lightish grey?" The landsman's idea of an iceberg is, of course, derived from the picture-books, which show it as a mountain of frost or snow-ice floating in the sea. It has therefore seemed to most people quite inconsistent with the keeping of a good look-out on the *Titanic* that a mountain of white ice could not be seen on the darkest of nights in time for the accident to have been averted. We venture to think that very few people are acquainted with the term "black ice." If the average landsman were told that the black side of the berg was towards the ship, would it be deemed

Mr. Douglas Young, second son of Mr. Robert Young, editor of the *Japan Chronicle*, who has been following aviation at Brooklands (England) for some time, has recently secured his pilotage certificate, and is now a Certified Aviator.

On the motion of Mr. H. P. Wilkinson, Crown Advocate, Mr. P. S. Dixon, solicitor of the Supreme Court of England, (formerly of Hongkong) was admitted to practice in H.B.M.'s Supreme Court, at Shanghai, Sir Haviland de Saumarez, Chief Judge, constituting the Court.

Two Chinese girls who endeavoured to stow away on board the s.s. *Shinga Maru* adopted the ingenious expedient of disguising themselves in male costume. The keen eyes of a Chinese watchman, however, penetrated the disguise, and the two girls were arrested. They appeared before Mr. Irving yesterday and were remanded.

The plague cases notified in the Colony last week were:—2 Filipino (imported); 2 Indian; 1 Korean; 1 Malay; and 121 Chinese—total 127. There were 99 deaths during the week. The other cases of communicable disease notified were two Chinese cases and one Indian case of enteric fever; and one Chinese case of small-pox. The total number of plague cases notified since January 1st to June 22nd is 1,586, and of these 1,400 have proved fatal.

No explanation is afforded in the *Gazette Extraordinary* issued yesterday as to why Monday next has been appointed a general holiday. It is only in March last that an Ordinance was passed fixing the public and general holidays to be annually observed. July 1st was not one of them, but section 7 of the Ordinance makes it lawful for the Governor-in-Council, by notification in the *Gazette*, to appoint any day to be observed as a general or a public holiday in addition to or in substitution for any day mentioned in the ordinance.

Two guesses may be made at the reason for declaring July 1st a public holiday. The first that will occur to most people is that H.E. Sir Henry May will possibly reach the Colony on that day, but, as it has not been the practice to make the arrival of a new Governor the occasion for a general holiday, it is more likely that the day is appointed a holiday for the convenience of the banks, as presumably some additional work will be thrown upon them at an unusually busy time of the year by the coming into force on that day of the ordinance prohibiting the circulation of foreign copper-coin in the Colony.

It may also be of interest to mention that Monday, July 1st, is "Dominion Day."

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The plague cases notified in the Colony last week were:—2 Filipino (imported); 2 Indian; 1 Korean; 1 Malay; and 121 Chinese—total 127. There were 99 deaths during the week. The other cases of communicable disease notified were two Chinese cases and one Indian case of enteric fever; and one Chinese case of small-pox. The total number of plague cases notified since January 1st to June 22nd is 1,586, and of these 1,400 have proved fatal.

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The plague cases notified in the Colony last week

SUPREME COURT.

Wednesday, 26th June.

IN ORIGINAL JURISDICTION.

Before THE CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.)

A MOTOR-CAR DEAL.

This was an action in which three parties were concerned. Arculli Bros. were plaintiffs, the defendant being W. L. A. Mohideen, while the Coronation Garage and Lau Nga Po were the third parties. In a previous action plaintiff obtained judgment against the defendants for \$8,000, the cost of two second-hand motor-cars obtained from London, and the defendants now sued the third parties for a contribution to the amount on the ground that they were partners.

Mr. Eldon Potter, instructed by Mr. Reader Harris, of Messrs. Wilkinson & Grist, appeared for the defendants, and Hon. Mr. C. G. Alabaster, instructed by Mr. B. Hind, appeared for the third parties.

Mr. Potter explained that on October 12th the plaintiffs issued a specially endorsed writ against Mohideen for £215 and obtained judgment. The defendants now claimed against the third parties for an indemnity.

Mr. Alabaster said before his friend opened his case he would take objection to the statement of claim, and move that paragraphs 3, 4 and 5 be struck out on the ground that they did not disclose any cause of action. Assuming that the defendant was a partner, as he alleged, in the third party's firm his claim under the three paragraphs amounted to this that because he had become liable to pay a debt which he alleged to be the debt of the partners as whole he could bring that action for contribution. He could not; all he could do was to bring an action for accounts and get his share adjusted.

His Lordship—What do you say is his position as regards the firm?

Mr. Alabaster—We say he is not a partner at all. His only rights are rights of account.

Mr. Potter said that notice should have been given by Mr. Alabaster of his intention to raise that defence.

Mr. Alabaster replied that he had to take it then, but he did not wish to embarrass his friend.

His Lordship decided to hear the evidence and have the point of law argued afterwards.

Mr. Potter then outlined the facts. He said that in June last Mohideen and another man entered into agreement to start a motor garage in Queen's Road to be known as the Kowloon Garage, but before they commenced business Lau Nga Po and a man named Chen, who was Lau's brother-in-law, paid a visit to Mohideen and spoke about the garage which he had contemplated. He remarked that there was no use in their competing with each other and suggested that they should enter into partnership. It was agreed that they should do so and terms were drawn up. Sau Kau and Magi Dullah, the partners in the Kowloon Garage, were to be taken on as employees in the new garage. Defendant was to invest \$1,000 and Lau was to put in \$10,000, the former to receive two-fifths of the profits and the latter three-fifths. Mohideen was to get no interest on his money, but Lau was to get eight per cent. Two cars were ordered from Manila, and Mohideen was instructed to order two second-hand cars from London through Arculli, but Arculli, not knowing the Coronation Garage and knowing Mohideen, insisted upon the order being signed by Mohideen.

Evidence was heard and the case adjourned.

BIG GUN MAKING IN JAPAN.

The *Osaka Mainichi* observes that the construction of three big battleships, each of 28,000 tons, which has been just started in Japan—one at Yokosuka to be named the *Hiei*, one at the Kawasaki yard to be named the *Hirano*, and one at the Mitsui Bishi yard to be named the *Kirishima*—has aroused a great deal of attention among the naval authorities of foreign Powers. The 14-inch guns to be mounted on these new battleships are also to be manufactured in Japan, a fact which is said to have awakened a still greater amount of attention. The guns are to be made at the Japan Steel Foundry's works at Muroran, the breech-blocks and other important parts being made at the Kure Naval Arsenal. The proportion of home-made and foreign material used in building warships in Japan is getting more and more in favour of home-made materials. The principle of the Navy Department of building ships at home has now been placed on a firm foundation, and official convictions in regard to this principle have been strengthened by recent accomplishments.

THE PORTUGUESE COLONIES.

The Portuguese Minister at The Hague stated last month in an interview with a representative of the *Vaderland* that his Government had no intention of dividing the Portuguese colonies into spheres of commercial influence or of selling the Portuguese part of Timor.

THE "SOSHU MARU" CASE.

The case in which seven Chinese, including a woman, were charged with being concerned in the robbery on board the *s.s. Soshu Maru* on the morning of May 29th, was resumed at the Magistracy yesterday.

Mr. F. B. L. Bowley appeared to prosecute on behalf of the company, Mr. Lewis (Johnson, Stokes & Master) appeared for the male defendants, and Mr. Leo d'Almada for the female defendant. Mr. Gedge (Johnson, Stokes & Master) appeared to watch the case in the interests of the Yangtze Insurance Co.

The engineer of the launch *Hop Fat*, in answer to Mr. Lewis said this was the second time he had given evidence on behalf of the police against launch owners. He was not, however, a police informer. His launch was one plying for hire in the harbour, and the towing of the junk on the 29th was quite usual.

For four days before the 29th, the first defendant was not on board the launch. He had never seen a spanner in Hongkong exactly resembling the one produced. His reason for making such a statement was that he had filed the spanner in question. The spanner was used every day and was always rubbed with oil and waste.

Mr. Lewis—This spanner is an eighth of an inch thick with rust.

Mr. Melbourne—it would not take long for it to get very rusty in this weather. It was probably made locally.

Witness said he would have to climb out of the engine-room in order to see anything that went on above deck. If he was out of the engine-room, he would not be able to answer the engine-room bell promptly. He was still detained by the police to give evidence, though he was not a police informer.

Inspector Kerr stated that he heard of the robbery on the steamer at 5.30 a.m. on the morning of May 9th. He went to the charge room, and subsequently went off to the steamer, which he boarded shortly after 6 a.m. The launch on No. 1 beat, from Blake Pier to Shek-tong-tui, could not have seen what was going on aboard the *Soshu Maru*. When he boarded the steamer, the "after" hatch cover was partly open. The strong room door was open. The strong room door was to be opened to allow the strong room door to be opened. He saw the mark of a chisel just below the upper lock on the port door. The tongue of the upper lock was bent and the lower lock had also been tampered with. If he had been provided with the chisels produced he could with assistance have opened the strong room door. With the aid of a piece of wood he moved the nuts on the door with the spanner produced. As far as he was aware, the ship did not signal for the police. If they had, the police launch would have been alongside in from five minutes to half an hour, according to her position when signalled. The launch was hailed as she was passing about 4.30 a.m. The police were thus very much prejudiced in their chance of catching the thieves.

The case was remanded.

THE MAGISTRACY.

A woman from Shaukiwan was fined \$8 by Mr. Irving, at the Magistracy yesterday for being in possession of nine taels and five mace of opium.

The storekeeper of the steamer *Bessie Deller* was charged before Mr. Irving at the Magistracy yesterday with having stolen 130 or 150 tins of paint, and 20 cases of nut oil valued at about £25 10s. Defendant was convicted, and sentenced to three months' imprisonment.

Before Mr. Irving, a Chinese was charged with being in possession of 50 counterfeit coins. Mr. Shelton (Deacon, Looker, & Deacon) appeared for the defence and admitted that defendant was in possession of the coins, but stated that he was a trader in a big way in Hongkong, and was not aware that the coins were bad. It appeared that he arrived on the 22nd by the *s.s. Honan*, and the coins were discovered by an excise officer who searched him for opium. Defendant was discharged.

Mr. E. A. Irving held an inquiry yesterday into the circumstances connected with a fire which occurred at 23, Connaught Road early on the morning of June 20th. It transpired that the previous evening was a festival night. The managing partner, Wan Kam Yau said the value of the stock on the premises at the time of the fire was \$40,000, and the firm carried insurance amounting to \$40,000.

The evidence threw no light on the origin of the fire.

The inquiry was adjourned until July 2nd.

THE MONTEITH CASE.

FIRST DAY OF HEARING.

In H.M. Supreme Court at Shanghai on Friday, the case against M. Macnaughton alias Miriam Monteith came on for hearing before Sir Haviland de Saumarez, Judge, and the following jury:—A. Brad, H. G. Higgins, P. L. Byrne, C. Haughton, and R. S. Douglas. S. Livingstone was challenged by Mr. Bell, and A. R. W. Menzies was excused from attendance.

M. Macnaughton otherwise called Miriam Monteith was charged for that she on September 13th, 1910, unlawfully knowingly and designately did falsely pretend to the Hongkong and Shanghai Banking Corporation at Shanghai that a certain paper writing in the words and figures following:—

No. 10.
New York, September 13th, 1910.
The Equitable Trust Company of New York.
Pay to the order of Dollars \$200.00.

M. MACNAUGHTON,

which the said M. Macnaughton then had delivered to the said Hongkong and Shanghai Banking Corporation was a good and valid order for the payment of money, to wit, for the payment of Gold \$250 United States Currency in money, and that the said M. Macnaughton then had authority to draw a cheque upon a certain Bank known as The Equitable Trust Company of New York by means of which said false pretences the said M. Macnaughton did then unlawfully obtain from the said Hongkong and Shanghai Banking Corporation at Shanghai the sum of Mex. \$532.39 with intent to defraud whereas the said M. Macnaughton had not been applied for, and no explanation had been received from Miss Macnaughton as to the discolouring of the cheque. In December last the Hongkong branch of the bank cashed a draft on Peking for \$200, issued in London and payable to Miriam Monteith. He had compared the signatures.

His Lordship—What is your experience in regard to handwriting?

Witness—I have been at the Bank fifteen years and during that time it has been the custom to refer cheques to me for consideration of signatures.

Continuing witness said he compared the signature of Miriam Monteith with that of M. Macnaughton and found there was considerable resemblance, and proceedings were taken. The dealings with Miss Macnaughton were not done by witness and he did not see her at all.

Mr. Bell—(Cross-examining)—You have no personal knowledge of these things at the time they happened?—No.

You are simply here to produce the record of the Bank?—Yes.

Mr. Hunter was the gentleman who dealt with Miss Macnaughton?—Yes.

And he was in Shanghai until quite recently?—Yes.

You know Miss Monteith passed through Shanghai while Mr. Hunter was here?—Yes.

It would have been just as easy to cash the draft for \$200 at some other bank?—Yes.

J. D. Smart, sub-manager of the Hongkong and Shanghai Bank, gave evidence to sending certain documents to London, one of them containing his opinion with regard to the resemblance of the signatures. He gave an opinion that the two signatures were similar.

In answer to Mr. Bell, witness said he did not set up as an expert in handwriting. He simply gave his opinion.

His Lordship—with a good deal of experience?

Witness—Yes.

Vivian Heathcote Bourne, of the Municipal Council's tax office, gave evidence that in September, 1910, he was staying at Bickerton's hotel and at that time there was a Miss Macnaughton staying there. He identified her as the accused.

In answer to Mr. Bell witness said he knew Miss Macnaughton quite well. He was asked to give a description of her before the identification, and when he identified her she was alone.

Det.-Sergt. Brewster gave evidence as to taking accused over from the Hongkong police and receiving certain documents from them.

Sergt. T. Murphy, of the Hongkong police, stated that he arrested the accused in Hongkong, identifying her from the description which had been given to him, and which had been telegraphed from Shanghai. He arrested her at the Peak Hotel on the afternoon of April 27th. He did not make a systematic search of her room, but seized some documents.

Among these was a blue unsealed envelope lying on the bed, which contained forty-two loose cheques drawn on the London County and Westminster Bank. He also found four cheque books from banks in Beyrauth, Rome, and Simla, and a packet of photographs. There was very expensive clothing in the wardrobe.

At this point Mr. Wilkinson suggested that the Court should adjourn and said he would call Mr. Bickerton after lunch.

His Lordship—He ought to be in attendance.

Mr. Wilkinson—He saw the list of witnesses and thinking that he would not be required for some time went away.

His Lordship—It is most annoying. The evidence of identification ought to have been given at once, but it has been dotted about the whole proceedings.

Mr. Wilkinson said it was a matter for the prosecution to decide the order in which the witnesses should be called.

His Lordship—Are you going to call your witness or not?

Mr. Wilkinson—I ask you to adjourn. This is a convenient time—12.20.

His Lordship—I am not going to adjourn. You know perfectly well that the rule of the Court is to adjourn at 12.30 unless there is some strong reason for not doing so. You must call your witness or not?

Mr. Wilkinson—I shall adjourn until 1.45.

His Lordship—I shall adjourn until 1.45.

A SENSATIONAL INCIDENT.

On the Court resuming the case took a somewhat sensational turn, the jury complaining that they had been spoken to on the subject of the trial. When his Lordship took his seat the following dialogue took place.

Mr. Wilkinson then applied for an adjournment until 2 o'clock.

His Lordship—I shall adjourn until 1.45.

On the Court resuming the case took a somewhat sensational turn, the jury complaining that they had been spoken to on the subject of the trial. When his Lordship took his seat the following dialogue took place.

A juror (rising):—My lord, on behalf of my fellow jurors I wish to point out that two members of the jury have been

approached by a certain person, and what was said to them was calculated to have the impression of changing their minds.

His Lordship—You are quite right to call my attention to the matter. Is the person present in Court?

The Juror—Yes, my lord.

His Lordship—I shall have to ask you to let me know who it is.

The Juror—Shall I write it on paper?

The juror wrote a name on a piece of paper and this was handed up to his Lordship.

His Lordship (after perusing the note)—Mrs. Shorrock.

Clerk of the Court—Mrs. Shorrock, stand up.

Mrs. Shorrock stood up in the well of the Court and his Lordship addressing her said: You will remain in Court until the close of this trial when the master will be gone into.

Addressing the jury his Lordship said that they must not allow anything that had been said to them to influence them in the trial. If he thought it was likely to do so, he would have to discharge the jury.

The Juror—We assure you we shall not change our minds on the matter.

The incident then closed, and the proceedings were continued.

When Mr. T. L. Bickerton was called his Lordship observed that the Crown Advocate could make an application with regard to Mr. Bickerton's recognances afterwards if he wished.

Mr. Wilkinson said that he had already signed a cheque on the bank and it was not Mr. Bickerton's fault.

THE DEFENCE.

After Mr. Bickerton had spoken to the accused having stopped at Bickerton's Hotel, Bubbling Well, Mr. Bell addressed the jury. He criticized the way in which the prosecution had carried out the identification of the accused. This was a case that rested absolutely on the question of identification and the greatest care should have been exercised. Counsel quoted the Buck case, and then proceeded to say that the accused was in receipt of a private income of £1,000 a year and she was allowed £21,000 and for three months she kept a house in London which cost a monthly rental of £100. When in Peking she admitted that she was hard pressed for £50 and she wired to her trustee for money but she received no reply.

Mr. Wilkinson—What are the names of your trustees?—I refuse to answer the question, because I don't want my friends to know the position I am in. I don't want them to know that I have been arrested on a false charge.

Mr. Wilkinson—I had better tell you the danger that you are in. If you don't answer the question I shall point out to the jury, subject to his Lordship's ruling, that these trustees are not there.

Accused—Oh, yes, they are, but I shall not say who they are.

Mr. Wilkinson produced a cheque that had been presented for payment for a sum of \$5,000 and bearing the signature of Miriam Monteith. The accused denied that the cheque was hers or that it was her signature. The latter was like her handwriting.

Re-examined, the accused said that she was not an intimate friend of Miss Macnaughton.

At this stage the Court adjourned the case until Friday morning to enable the prisoner to produce certain papers from the gaol.

MRS. SHORROCK FINED.

His Lordship then intimated that he would deal with Mrs. Shorrock and the lady was ushered before the bench.

His Lordship—The complaint has been made by the jury which you have heard; what have you to say? You spoke to them about this case in a way which might prejudice them; having a proper decision by hearing things outside which they ought not to have heard during the luncheon interval and the adjournment of the Court.

M

NOTICE.

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ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances:

7.15 P.M.—PICTURES ONLY—7.15 P.M.

9.15 P.M.—FULL PROGRAMME—9.15 P.M.

The Grand Sensational Film,

The Best Drama Exhibited,

THE EVIL FASCINATION.

2000 feet long, in 2 Parts.

GRAHAM AND DENT.

Continuous Success.

MATINEES—SATURDAYS AT 4.30 P.M.
SUNDAYS AT 6 P.M.

Hongkong, 24th June, 1912. [53]

NEW ADVERTISEMENTS

FOR SALE.

FINE Strong, well bred POINTER PUPPIES. For Particulars apply— T. P. STUBBS, Kowloon, Hongkong, 27th June, 1912. [852]

NORDDEUTSCHE LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YOKOH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 3rd July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd July, at 9.30 A.M.

All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., General Agents.

Hongkong, 26th June, 1912. [5]

NOTICE.

WE HAVE This Day authorized Mr. CARL MEYER to sign our Firm's Name per Procuration. BERLINGER & CO. Hongkong, 18th June, 1912. [852]

\$10 REWARD.

TO the Finder of one MIXED COLLIE PUP (Bitch) Missing from No. 6 Bowen Road on the morning of 2nd June. Colour—Light Brown, with White Collar. Size about 23 ft. long, 14 feet in height. Face looks like a Fox.

OFFICE, TOYO KISEN KAISHA. Hongkong, 22nd June, 1912. [843]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters and Dealers in Chinese Produce will be held in the OLD CHAMBER OF COMMERCE, CITY HALL, on WEDNESDAY, the 3rd JULY, 1912, at 3.30 P.M. precisely, for the purpose of

(1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.

(2) If the suggestion be adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 15th June, 1912. [824]

REAL ENGLISH FISH.

Finnan Haddock.

Selected Kippers.

Bloaters.

Fillets.

Received direct from Home.

THE DAIRY FARM CO. LTD.

[530]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATION

LANE, CRAWFORD & CO.

TELEPHONE 97.

FURNITURE DEPT.

NOW SHOWING

TEAKWOOD BEDSTEADS

IN ARTISTIC DESIGNS

BEDROOM SUITES and SIDEBOARDS.

HIGH-CLASS WORKMANSHIP.

HARDWARE DEPT.

ICE CREAM FREEZERS,

TEAKWOOD ICE CHESTS,

BERKEFELD FILTERS,

GLASS TABLE FILTERS.

INSPECTION INVITED. PRICES MODERATE.

LANE, CRAWFORD & CO. [51]

GRACA & CO.

PRIDE'S ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c. Just Received a Fine Selection of BABY DOLLS.

WITH CHINESE DRESSES.

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BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 24th January, 1912. [50]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Fine Voiles, Striped, Flowers and Fancy.

Fine Muslins, Plain and Dotted.

Embroidered Materials, &c., &c. You will find our range Incomparable for Quality, Style and Price.

HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, Hongkong, 13th May, 1912. [50]

TO LET.

ON 2ND FLOOR, NO. 2 PEDDER STREET, A TWO-ROOMED OFFICE.

Apply Property Office.

JARDINE, MATHESON & CO., LTD.

Hongkong, 23rd May, 1912. [733]

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OFFICES in King's Building

BRANFUBY, 11, Conduit Road. From 1st June.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st June, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE

First Floor.

NO. 13, BEACONSFIELD ARCADE

First Floor.

No. 14, MACDONALD ROAD,

"CALDER," 6-Roomed House.

Fine Situation, from 1st August, 1912.

1 LARGE GODOWN in No. 3a, Duddell Street, 1st Floor.

1 SMALL GODOWN in Duddell Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 154.

For Sale, with or without Furniture.

"TOP CREST," No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to—LINSTEAD & DAVIS.

3rd Floor, Alexandra Building.

Hongkong, 25th June 1912. [122]

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First Floor.

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"CALDER," 6-Roomed House.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
B E W A R E O F
I M I T A T I O N S .

SOLE AGENTS IN HONGKONG:
LANE, OBRAWFORD & CO.,
and from ALL WINE MERCHANTS.

PARIS LETTER

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

PARIS, MAY 31st.

INTERNATIONAL MUSICAL FESTIVAL.

What a week of musical excitement and juvenile delight! Of the thousands who flocked from all parts to this capital either to be present at, or to participate in, the International Musical Festival at the Chatelet Theatre, and which replaced the Exposition Universelle held every ten or eleven years, none attracted the attention of Parisians so much as the eight hundred little English boys and girls, the greater number of whom were scholars from London. They all looked the picture of health, of manliness and womanliness. These striking features did not fail to make an impression on French parents, whose children are so frail and delicate, compared with English boys and girls. It has also induced many French fathers and mothers to send their children to English schools. The journey from London was greatly enjoyed—bar the crossing of the Channel. The motherly attention shown to the children on landing at Boulogne by the fishermen's wives soon caused the boys and girls to forget about their sea-sickness. The welcome extended to the young visitors as the *Empress* steamed into Boulogne harbour is one that will not easily be forgotten. All the boys wearing red, white and blue caps, and the girls straw hats with tricolour ribbon, at all able to do so, started singing the "Marseillaise," which was excellently rendered. The military band on shore returned the compliment by striking up "God Save the King." After which a delegation of Boulogne headed by the Mayor of Boulogne, M. Félix Adam, extended a hearty welcome to the party, on behalf of the French nation. While the children swarmed into the waiting trains, their elders, comprising teachers and parents, went to the waiting-room, where champagne was served by the Municipality. Every compartment was provided with a large hamper or luncheon basket to regale the children on their way to Paris. A few minutes before the train started ten Boulogne fisherwomen, in frilled caps, long ear-rings and carrying baskets, went from window to window and gave fish-dressed dolls to the girls and tricolour flags to the boys.

At 4.30 p.m. the train steamed into the Gare du Nord, Paris. Within two minutes of the train coming to a standstill every child was out and standing at "attention" on the platform. They were cheered over and over again by the large crowd inside the station. Outside, thousands more had assembled to greet the juvenile travellers, who at a given signal, electrified all present by bursting out spontaneously into the "Marseillaise." Nothing was heard but their tiny trebles until the last words of the inspiring French anthem died away. The children soon after stepped into the motor-omnibuses and were driven to different colleges and schools in Paris and the suburbs, which served as "hotels" during their stay. From the moment of their arrival in this beautiful city to the time they left for home, the children were objects of admiration wherever they went; Parisians christened them "Little English Angels" out of affection, and worshipped them as such. All places of interest both in Paris and the suburbs were visited and gave great pleasure. The river excursion to St. Cloud, where the young visitors roamed about the woods gathering wild strawberries, was one of the trips most enjoyed. In the schools and colleges, boys and girls mixed freely with their French companions, with whom they played and conversed. Numerous acquaintances were thus made. When on the stage of the Chatelet Theatre, the English girls all dressed in white looked like fairies; the boys, too, looked exceedingly fit. Both boys and girls won several prizes in the various competitions; their musical skill evoked great applause, and as the prizes were distributed by President Fallières at the end of the Festival, the President of the Republic warmly congratulated the successful competitors in English. The young English invaders had been made so thoroughly at home that they were reluctant to leave Paris and part from all those who had made them feel so happy during five days. Numerous tears were shed on both sides as the train left at 1.15 p.m. last Wednesday afternoon for London. The return journey was a much more enjoyable one, thanks to the Channel being like a sheet of glass. The visit has been a huge success; not a child was lost or rendered in any way uncomfortable while in Paris; they all enjoyed the best of health, and were kept in the brightest spirits all the time. Parents over in England had no occasion to worry one moment; they were the guests of a

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nation's love, and as such they were treated during their stay, and returned safe and sound to their grateful parents in London and other parts of England.

MOROCCO.

The Morocco question has once more become exceedingly serious, particularly since the arrest of the two well-known German Colonial Agents, the brothers Mannesmann, which has had for result to create renewed unpleasantness between Germany and France. Mulay Hafid, the ex-Sultan, has abdicated, leaving General Lyantey, the French Resident General, in absolute control, and to do the best he can with the troublesome tribes and newly proclaimed Sultan. The very fact that no sooner did General Lyantey arrive at Fez to take over his duties as Resident than he has wired to Paris for more troops is significant. There is nothing surprising in such a demand for reinforcements in any case. Unlike the British, the French hesitate to send large contingents in the first instance. At present the small garrison in the country can do no more than police the capital and the district about it. The situation in Morocco exacts thousands more of French soldiers, and the sooner they are sent out—as they will be—the better for one and all. Germans included. Orientals can only be kept in their place by great display of force, while nothing could be more fatal for France than waste of time. The Moors have now realized that the French have taken their country; they will certainly retaliate by proclaiming a Holy War, which, however, can be checked, if not suppressed, by France pouring thousands of well-trained troops into the country immediately. Trouble abounds everywhere in Morocco actually; a rival Sultan has been set up in the South, where the European has never yet established himself. Unless he is suppressed at all cost and without delay, he is most likely to turn out to be the second Madhi. In the more settled districts of the North the French must display a firm hand and win the confidence of their new subjects. If the Moors are to become loyal subjects of France they must be sure from the very beginning that justice is both swift and incorruptible. As will be seen, France has her hands full with Morocco. The adequate protection of foreigners is also essential.

PRINCE OF WALES IN FRANCE.

The Prince of Wales has returned to Paris after being the guest of the French Fleet, which right royally entertained His Royal Highness while on board the flag-ship *Danton*. The Prince never spent a happier or more profitable time. In addition to seeing beautiful country, he had every opportunity of judging for himself how up-to-date and effective the French Navy is. The assembled ships fired 19 shots as their distinguished guest left on his return journey to the capital. Before leaving the *Danton*, the Prince gave presents to the officers and Royal gratuities to the sailors who attended him during his stay on the warship. The portrait of His Royal Highness is to be placed in the officers' room of the *Danton*.

ANGLO-FRENCH RELATIONS.

Should the present Entente Cordiale between France and England be made into an Alliance? Opinion is very much divided on the question. The *Morning Post* proposal is warmly supported by ex-Foreign Minister Gabriel Hanotaux—who at one time was one of the greatest

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TELEPHONE 636.

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WATSON'S OLD BLENDED GLENLIVET WHISKY.

SERIOUS MOTOR-CAR ACCIDENT IN THE PHILIPPINES.

Mr. Harry Campbell, engineer of the Manila railroad company, four European foremen, a Filipino chauffeur and a Filipino workman, were badly injured on Sunday when an automobile carrying them turned turtle and plunged from a cliff on the Atimonan road 120 feet to a ravine below.

The accident occurred on the Atimonan road near the top of the grade on the magnificent highway leading from Atimonan to Lucena. Mr. Campbell was on a trip of inspection and was taking the four foremen to the great railroad camp at Guimara, where the Manila railroad has 1,000 men at work, getting ready for the southern extension of the railroad.

A telegram to Mr. H. L. Higgins, president of the Manila railroad, states: The men were making the sharp turn just before the top of the grade on the main road is reached, when the machine turned over and plunged down the side of the steep ravine which lines the road for many miles at that point.

Mr. Campbell, the chief of the party, sustained severe injuries. One foreman was struck on the top of his head, the force of the blow driving his teeth through his tongue and severing that member entirely.

The other members of the party were all injured, but the extent of their hurts will not be known till further details are received.

Speaking of the place where the accident occurred, Mr. Higgins said: "It is a miracle that the entire party was not killed outright. When I have travelled over that road in an automobile, I have always got out of the machine and walked past the treacherous bend. The fall of the precipice is sheer and the men must have been terribly injured."

Another telegram gives further details of the accident. The machine was on the down grade of the hill near Atimonan when the accident occurred. This grade, Mr. Higgins describes as far worse than that of the Zig-zag. Near the summit of the hill there are several very bad curves.

The second telegram gives the names of the party and extent of their injuries. Mr. Campbell's collar bone is dislocated and his back wracked, but his injuries are not believed to be grave.

Sanderson, one of the foremen, dislocated his thigh and may have internal injuries. His condition is said to be serious.

Cinnan, another of the foremen, was cut about the head and his tongue was severed by his teeth.

Mulgrew suffered serious contusions, but his condition is not serious.

Griffin, the fourth of the foremen, suffered a fractured collarbone and a broken leg. He may also have internal injuries.

The Filipino passenger was bruised and shaken up, and the chauffeur escaped without injury.

RIDDLE OF GIGANTIC STATUES IN THE PACIFIC.

A vessel called the *Mania*, which was launched at Whitstable last month, will try to solve the problem of the gigantic pre-historic remains on Carter Island, about 2,500 miles west of Chili. The party, says the *Star*, will be headed by Mr. W. Scoresby Routledge, M.A., who will be accompanied by his wife, a geologist, a scientist connected with the British Museum, and a navigation officer and a crew of fourteen. The *Mania*, whose name is Polynesian for "Good luck," is a 250-ton motor auxiliary yacht. She is expected to sail about August 1st. In the island, which has an area of forty-five square miles, there have been raised immense platforms facing the sea formed of huge stones fitted together without cement. Some of these sea walls are 30ft. high and 200ft. long. On the land side of these platforms there are broad terraces, also of stone, containing the pedestals, on which stood huge figures carved out of trachite lava from an extinct crater eight miles away. Most of these images have been thrown down, but there are 355 of them in the island. They vary in size—the largest was measured by the commander of H.M.S. *Cambrian* in 1906, and was 68ft. long. The length of its nose was 11ft. The figures extend down to the hips, and the faces have receding foreheads, broad adze-like noses, thin lips, and powerful chins. Some of the colossi weigh 250 tons.

It is evident that the work of making the images and dragging them to the platforms suddenly stopped. One of the theories to explain this is that the island is the last pinnacle of a submerged continent which occupied the greater part of the South Pacific, and possibly joined Asia and America. Vast numbers of skeletons are under the platforms. The bones are probably those of people who were sacrificed to the great stone images.

RUBBER COMPANIES.

Carey United Rubber Estates, Ltd., whose property consists of the Paradise Estate at Kajang, extending to 573 acres, and a block of 5,000 acres of virgin forest in the Island of Jugra, has declared an interim dividend of 7½ per cent.

Linggi Plantations, Ltd., owning property in Negri Sembilan, Selangor, and Perak, has disposed of 60 tons of 1912 rubber. The price arranged was 4/6 per pound.

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and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed, and antiseptic—for 10% crystal carbolic incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

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Documents translated from or into Classics
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WEATHER REPORT

On the 26th at 1.30 a.m.—The northern depression has travelled north-eastward; the lowest pressure is now situated in the neighbourhood of Nagasaki. Pressure has further increased over S.W. China.

Light or variable winds may be expected along the E. coast and moderate S. winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

* Hongkong & Neighbourhood

Formosa Channel ... Strong S.W. winds, moderating.

South coast of China between S.W. or variable

Hongkong and Lamecks (winds, moderate).

South coast of China between S. winds, moderate.

Hongkong and Hainan (winds, moderate).

S.W. winds, fresh to moderate; equally, fair to showery.

THE HAMBURG-AMERIKA LINER "IMPERATOR."

THE WORLD'S BIGGEST SHIP.

BERLIN, May 23.—The new giant liner of the Hamburg-Amerika Line, the *Imperator*, was launched to-day in the presence of the Emperor William from the Vulkan ships at Hamburg. The Emperor William, accompanied by a number of distinguished officers, including the Chief of his Naval Cabinet, Admiral von Müller, and the Chief of his Military Cabinet, Baron von Lyncker, was received at the railway station by the Imperial Secretary of State for the Navy Office, Grand-Admiral von Tirpitz, the Prussian Minister at Hamburg, and the two Burgomasters of the town, and drove with the Burgomaster, Dr. Burchard, in the municipal motor-car, amid great demonstrations of popular loyalty, to the harbour. Here he was met by Duke Albrecht of Wurttemberg and Admiral von Holtzendorff, Commander of the High Seas Fleet, and proceeded by steamer to the Vulkan yards, where he was received by Herr Ballin, general director of the Hamburg-American Line, and conducted to a high platform behind the ship.

A speech was delivered by the Burgomaster. After referring to some previous launches of ships of the Hamburg-American Line, which, in the mighty strain of competition, had never, he said, shrunk from difficult decisions, and, in "the true spirit of Hamburg and the Hanseatic League," had always recognized and seized the moment when new ideas could ripen and mature, Dr. Burchard referred in solemn tone to the great ship which was being launched to-day, which would draw together two mighty continents and minister to peaceful enterprise. The giant ship, he said, towered above all other German ships as the sun among the clustered stars "or the Emperor among Germany's Sovereigns." Germany's mercantile marine, no less than her Navy, owed its brilliant development to the patronage and protection of the Emperor William.

LAUNCH BY THE EMPEROR.

The Emperor then gave the ship her name, and by pressing a button broke a bottle of champagne on the ship and released her. He then reascended to his platform while the great mass slid down the Elbe, amid a clamour of sirens, to be taken in tow by four tugs. The Emperor among German's Sovereigns' company of Dr. Burchard, to the Prussian Ministry, and left Hamburg at half past 2 to return to Potsdam, whither the German Empress also returned this morning after her six weeks' absence in South Germany. A number of officials of the Hamburg-American Line and of the Vulkan dockyard have been decorated with orders in honour of the occasion.

The *Imperator* is the largest ship in the world. It has a capacity of 50,000 tons, which is more than double that of the two hitherto largest liners of the Hamburg-American Line, the *America* and the *Kaisers Auguste Victoria*, a length of 273 metres, a beam of 30 metres, and a depth of over 19 metres. It can accommodate 4,000 passengers and a crew of 1,200. The cabin room is, in comparison with the previous provision on German ships, of unusual dimensions. There will be a swimming bath, 20 metres long and 12 metres wide, a winter garden, a gymnasium, lifts, and shops. The ship will be the first of the mercantile marine to carry a rotary compass, responding not to magnetism but to the earth's rotation. The watertight compartments are on the "second deck." There will be wireless telegraphy, a staff of three operators, and boat accommodation, it is claimed, for every person on board. The *Imperator* is expected to make her maiden trip in the spring of 1913.

CELEBRATION IN LONDON.

T. F. CHAKTON, Director, Hongkong Observatory, June 25th, 1912. The barometer, reduced to 30 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

3. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100, 4 directions by Wind, to two points.

3. DIRECTION OF WIND according to Beaufort Scale.

3. STATE OF WEATHER, b blue sky, d detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, n overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w low (wet), x rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory June 26th

	Previous On Date On	Day at	at	at
	25th 6 a.m.	26th 6 a.m.	26th 6 a.m.	26th 6 a.m.
Barometer	29.68	29.71	29.72	
Temperature	87	83	87	
Humidity	74	8	79	
Wind Direction	SW	SSW	SSW	
Force	2	3	3	
Weather	sq	sq	o	
Rain		0.01	0.01	

Highest open air Temperature on 25th... 88
Lowest open air Temperature on 25th... 81

HONGKONG TIDE TABLE.

From 27th June to 3rd July, 1912.

	HIGH WATER.		LOW WATER.		
Days of Week	Days of Month	H'kong Mean Time	Height	H'kong Mean Time	Height
Thur.	27	h. m.	ft. in.	h. m.	ft. in.
		7	9 19	6	9 44
		9 36 a	3 9	2 44 a	0 9
Fri.	28	m 17 51	6 9	m 1 14	3 2
		0 25 a	3 8	3 25 a	0 6
Sat.	29	m 8 23	7 1	m 1 43	3 3
		11 9	5 7	4 1 a	0 4
Sun.	30	m 8 54	7 3	m 2 12	3 3
		11 43	3 6	4 38 a	0 3
Mon.	1	m 9 25	7 3	m 2 42	3 3
		1 20	5 15 a	4 9	
Tues.	2	m 9 04	3 6	m 3 11	3 3
		9 59	5 7	5 51 a	0 5
Wed.	3	m 9 57	3 6	m 3 45	3 4
		10 32	7 0	6 22 a	0 8

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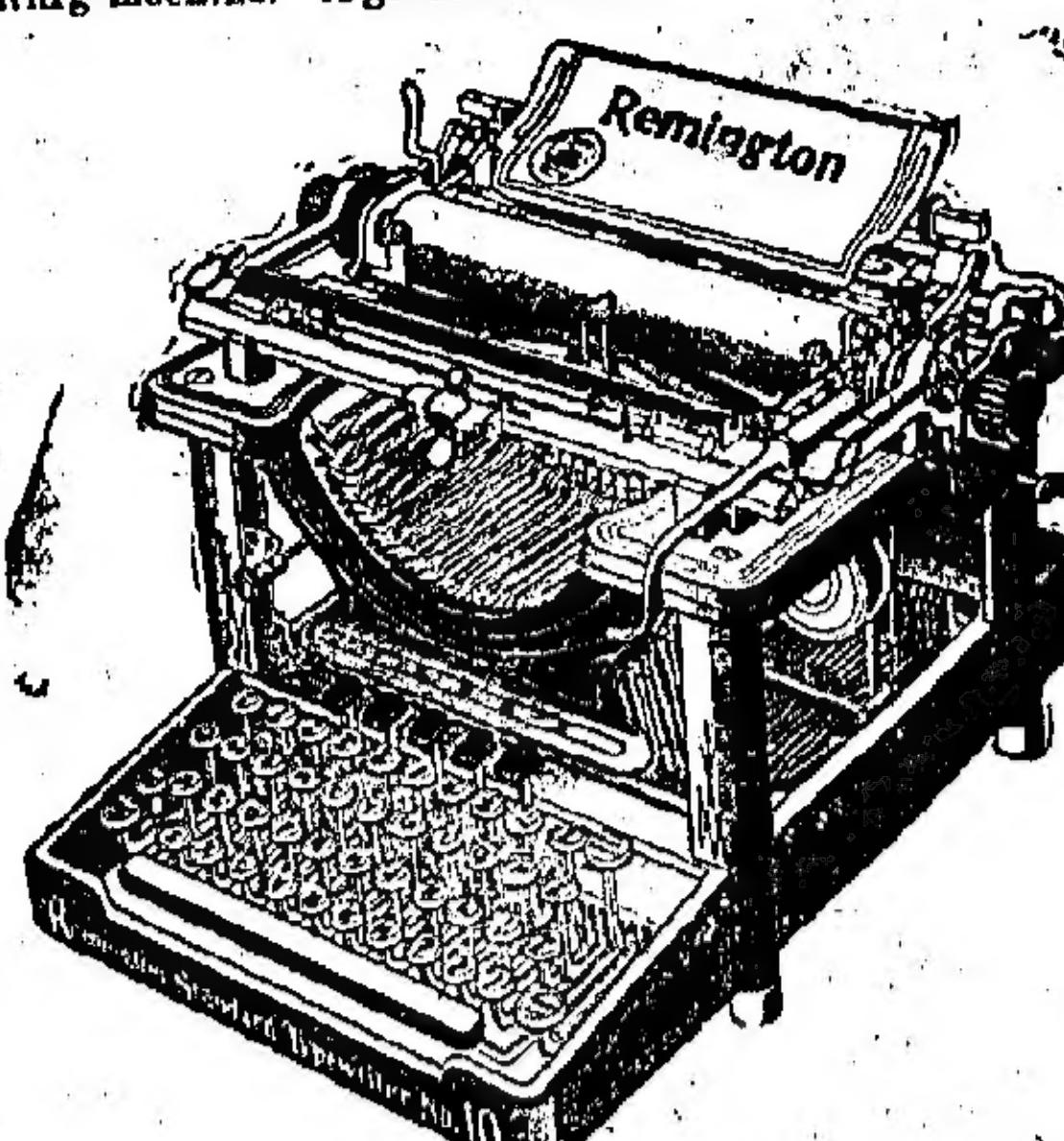
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47-31

DESCRIPTION OF THE NEW LINER.

The *Imperator* was one of three 50,000-ton liners which the company was building. She had been constructed at the new Vulkan Yard at Hamburg under the direct supervision of the Germanische Lloyd and allied societies, and her hull, as it took the water yesterday, fitted with the largest number of bulkhead watertight compartments ever constructed in a vessel, had satisfied their most exacting requirements. The vessels would be required into 36 watertight compartments, of which an important feature was the height. They would extend from the second deck far above the water-line, right down to the double bottom. Twenty-three of these had been fitted with Dorrscher's patent watertight door apparatus, known in England as the Stone Lloyd system, and were closed from the bridge by electrical and pneumatic power, and not by their own weight.

From the time her plans were first discussed the one great aim of the builders had been to make the *Imperator*, which would be capable of carrying over 6,000 souls, absolutely safe, and her enormous size rendered it possible for the vessel to carry lifeboat accommodation for every passenger and member of the crew, and she would number among her crew sufficient able seamen and men thoroughly proficient in the handling of boats to man them.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *China* is due to arrive at Hongkong between 6 and 8 a.m. on the 28th June.

The P.M. str. *Manchuria*, from San Francisco left Yokohama on the 24th June, en route to Hongkong via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.

The T.K.K. str. *Choya Maru* left Honolulu on the 21st June for Hongkong, is expected to arrive at this port on the 12th July.

The P.M. str. *Nile* left San Francisco on the 22nd June, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th July.

THE AUSTRALIAN MAIL.

The str. *Changsha* from Australia left Manila on the 25th June, at noon, and is due here on the 28th June, at daylight.

The E. & A. str. *St. Albans* from Sydney, etc., left Port Darwin on the 22nd June, for this port, on the 23rd June, for this port.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 13th June, p.m.

MERCHANT STEAMERS.

The str. *Portia* from Calcutta left Singapore on the 22nd June, and may be expected here on or about the 27th June.

The str. *Rubi* left Manila on the 24th June, p.m., and is due here on or about the 27th June, a.m.

The Seang Lin str. *Seangchon* left Rangoon on the 15th June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 20th June.

The H.A.L. str. *Liberia* left Tsingtau on the 23rd June, p.m., and may be expected here on or about the 28th June, a.m.

The Appear str. *Japan*, from Shanghai and Kobe, left Moji on the 24th June, p.m., and may be expected here on or about the 29th June, a.m.

The H.A.L. str. *Silesia* left Singapore on the 24th June, p.m., and may be expected here on or about the 29th June, a.m.

The H.A.L. str. *Furst Budow* left Singapore on the 25th June, a.m., and may be expected here on or about the 30th June, a.m.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 10th June, and is expected to arrive here on the 24th June.

The T.K.K. str. *Kyo Maru* left Honolua on the 23rd June for Hongkong via Penang and Singapore, and is expected to arrive at this port on the 28th July.

The str. *Scanghee* left Rangoon on the 23rd June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 6th July.

The str. *Kyo Maru* left Honolua on the 23rd June for Hongkong, and is expected to arrive at this port on the 28th July.

The str. *Indraveli* passed the Suez Canal on the 10th May, for Hongkong direct.

SHIPPING IN PORT.

STEAMERS.

AFRICA, Austrian str., 2,614, M. Mangliz, 19th June—Shanghai 16th June, General—Sander, Wieler & Co.

BENELAUS, British str., 2,510, A. Wallace, 21st June—Moji 13th June, Coal—Gibb, Livingston & Co.

BENELAWS, British str., 2,520, Hoo, 18th June—London 3rd May, General—Gibb, Livingston & Co.

BERLINA, British str., 1,174, Cor. Jur. Gonsen, 24th June—Haihow 23rd June, General—Jetsen & Co.

CARL FREDERICKSEN, German str., 1,174, Cor. Jur. Gonsen, 24th June—Haihow 23rd June, General—Jetsen & Co.

CATHERINE ARCA, British str., 1,173, E. W. Hamlyn, 18th June—Moji 13th June, General—Butterfield & Swire.

CHIANG, British str., 1,193, F. Mooney, 21st June—Tientsin 14th June, General—Jardine, Matheson & Co.

CHOISANG, British str., 1,012, J. Bruhn, 17th June—Saigon 13th June, Rice—Butterfield & Swire.

CHOWTAI, German str., 1,116, W. Reher, 17th June—Manila 14th June, Nit—Butterfield & Swire.

EMPIRE, British str., 2,613, St. John George,

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CARRYING CARGO ON THROUGH BILLS OF
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PROPOSED SAILINGS.

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CONFERENCE - WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Full Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS,

142-43-44

GOING HOME.

A HOLIDAY AT HOME AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 in London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS.	STARTING.	1912.
SIBERIA	18,000	TUESDAY, 2nd July, at 1 P.M.	
CHINA	10,200	TUESDAY, 9th July, at 1 P.M.	
MANCHESTER	27,000	TUESDAY, 16th July, at 1 P.M.	
NILE	11,000	TUESDAY, 30th July, at 1 P.M.	
MONGOLIA	27,000	TUESDAY, 6th Aug., at 1 P.M.	
PERSIA	9,000	TUESDAY, 27th Aug., at 1 P.M.	
KOREA	18,000	TUESDAY, 3rd Sept., at 1 P.M.	
SIBERIA	18,000	TUESDAY, 17th Sept., at 1 P.M.	

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

THURSDAY, 27TH JUNE, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

FRIDAY, 28TH JUNE, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

Macao to Hongkong.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 30TH JUNE.

The Company's Steamship "SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 4 p.m. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAN," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 2.30 p.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-

SHIPPING

ARRIVALS.

ANGRI, German str., 1,005, C. Kumpel, 25th June—Swatow 22nd June, Rice. Butterfield & Swire.
CHENAN, British str., 26th June—Canton.
CHIPSHING, British str., 26th June—Canton.
DREIFELINGER, German str., 9,144, F. Proesch, 26th June—Yokohama 15th June, General—Melschers & Co.
GLENVALLOCH, British str., 1,434, Gardner, 25th June—Singapore 20th June, General—Order.
HALYANG, British str., 1,363, Evans, 26th June—Fouchow 23rd June, General—Douglas, Lapraik & Co.
KINTAL, British str., 2,252, R. M. Saunders, 25th June—Philadelphia 5th May, Case Oil—Standard Oil Co.
LAKEITA, British str., 1,350, C. E. Page, 26th June—Saigon 22nd June, Rice and General, Chinese.
PROMETHEUS, British str., 3,683, F. Woodget, 26th June—Yokohama 11th June, General—Butterfield & Swire.
SABINE RICKMERS, German str., 2,582, Theodore Madsen, 25th June—12th April, Case Oil—Standard Oil Co.
TSINTAI, German str., 1,053, F. Bucking, 26th June—Saigon 22nd June, Rice. Butterfield & Swire.
YORK, German str., 5,116, Th. Behm, 26th June—Bremen 15th May, General—Melschers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
June 26th.
C. DIEDERICHSEN, Ger. str., for Hoilow.
CHOISANG, British str., for Singapore.
GLENVALLOCH, British str., for Amoy.
HANSI, French str., for Haiphong.
SABINE RICKMERS, Ger. str., for Chemain.
TILITZAMP, Dutch str., for Swatow.
YUCHOW, British str., for Saigon.

DEPARTURES.

June 26th.
CHONOSHING, British str., for Tientsin.
DERFLINGER, German str., for Europe.
HAIMUN, British str., for Swatow.
HELENE, British str., for Swatow.
KWONGSANG, British str., for Canton.
NORE, British str., for Singapore.
PROMETHEUS, British str., for Singapore.
PRINZ WALDEMAR, Ger. str., for Yama.
SOSHU MARU, Japanese str., for Swatow.
TRIUMPH, German str., for Hoilow.

SHIPPING REPORTS.

The British str. *Glenvalloch* reports: Strong S.W. monsoon.
The German str. *Sabine Rickmers* reports: During the whole voyage tolerably good weather.

The British str. *Huyang* reports: Strong S.S.W. wind and hazy and showery weather, strong set of current to N.E.

The German str. *Yorck* reports: Sighted week of the German str. *Quinta* aground on North Reef (Paracels). Ship abandoned by crew.

The British str. *Huyang* reports: Moderate to fresh south-westerly wind and rainy weather; thence to Hongkong moderate S.W. wind, cloudy and showery weather.

PASSENGERS.

ARRIVED.
Per *Dreiflinger*, for Hongkong, from Yokohama, Mr. and Mrs. L. Rock, Miss von Hagedorn, Mr. and Mrs. A. von Demeter; from Shanghai, Mr. F. M. Noronha, Mr. H. W. Witt, Mr. Cable, Noronha, Mr. F. M. Witt, Mr. and Mrs. Percy, Mr. Haus Koch, Mr. and Mrs. Perey, Mrs. Luphe, Mr. L. Tobias and Mr. F. F. Fuchs.

Per *Yorck*, for Hongkong, from Bremen, Franklin Elizabeth Peuster; from Penang, Franklin Maria Rosengarth; from Singapore, Mr. Donald, Mr. J. W. Bolles, Commander and Mrs. Carey, Mr. V. Bergmann, Mr. Friedl. v. Schreiber, Dr. Michael, Dr. Mueller, Mr. G. W. Mason and Mr. Arthur Marsh.

DEPARTED.

Per *Sabine Rickmers*, for San Francisco, Mr. H. Motoda, Mrs. Scheide, Mr. etc., Mr. H. Motoda, Mrs. Scheide, Mr. Y. and Mrs. Rocha and children, Mr. M. Tsutsumi, Mrs. B. C. Munger, Mrs. B. Gorham, Mr. and Mrs. F. R. White, Mr. Ross Bachett, Miss C. Ward, Mr. Mr. Ingolstrome, Mrs. Y. Nishio, Mr. A. N. Quail, Mr. Miyao, Mrs. Carrien, Mr. K. Yamaguchi, Mrs. N. F. Blanch, Mrs. R. S. Douglas, Mrs. W. A. Scripps, Merrill, Mr. and Mrs. W. A. Barker, Mr. Gao, Mr. H. F. Merrill, Mr. Barker, Mr. Gao, B. Bowes, Mrs. Kelley, Miss Vera Hood, Mr. Y. O. Baba, Mrs. C. Wells and maid, Mr. and Mrs. C. D. Nicoll, Miss E. Dauby, Mr. and Mrs. A. M. Baldwin, Mr. R. E. S. Robson, Mrs. Thorne, Mr. J. H. Evans, Mr. J. C. Nichols, Mr. S. Okazaki, Mr. F. Raymond, Mr. and Mrs. R. M. Ward, Mr. C. T. Bishoff, Mrs. C. Mori, Mr. C. C. Glaze, Mr. C. H. Scott, Mr. and Mrs. S. Golo and daughter.

FOR EUROPE AND AMERICA.
INDIA, AUSTRALIA, &c.
and for
PRIVATE RESIDENTS AT THE OUTPORTS

A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY
PRESS.

with which is incorporated
THE CHINA OVERLAND TRADES' LEADER
Subscription, paid in advance, \$12 per annum. Postage \$2 to any part
of the World.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	DENBIGSHIRE	Brit. str.	—	E. E. Williams	JARDINE, MATHESON & CO., LTD.	To-morrow.
LONDON, ROTTERDAM & ANTWERP	GLENESK	Brit. str.	—	G. W. Cookman, R.N.E.	SHEWAN, TOME'S & CO.	About 29th inst.
LONDON, via URGENT PORTS OF CALL	ASSAYE	Brit. str.	—	G. D. Goldsmith, R.N.E.	P. & O. S. N. CO.	On 6th July, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMILA	Brit. str.	k. w.	Bethorn	HAMBURG-AMERIKA LINER	Above 10th July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Brit. str.	k. w.	Deinst	HAMBURG-AMERIKA LINER	On 1st July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Brit. str.	k. w.	Habel	HAMBURG-AMERIKA LINER	On 15th July.
HAVRE, BREMEN & HAMBURG, &c.	ALESSIA	Brit. str.	k. w.	Heck	HAMBURG-AMERIKA LINER	On 2nd July.
MARSEILLES, HAVRE & HAMBURG, &c.	SAMIA	Brit. str.	k. w.	Metzendorf	HAMBURG-AMERIKA LINER	On 26th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIBERIA	Brit. str.	k. w.	H. Fraser	NIPPON YUSHI KAISHA	To-morrow.
MARSEILLES, HAVRE & HAMBURG, &c.	HILANO MARU	Jap. str.	k. w.	Lustbok	NIPPON YUSHI KAISHA	On 3rd July, at Daylight.
MARSEILLES, HAVRE & HAMBURG, &c.	SEGOVIA	Jap. str.	k. w.	N. Teranaka	OSAKA SHOSEN KAISHA	On 14th July.
MARSEILLES, HAVRE & HAMBURG, &c.	SANUKI MARU	Jap. str.	k. w.	Sander, Wilhels & Co.	On 2nd July, at Noon.	
MARSEILLES, HAVRE & HAMBURG, &c.	TACOMA MARU	Jap. str.	k. w.	DODWELL & CO., LTD.	On 23rd July, at 1 P.M.	
MARSEILLES, HAVRE & HAMBURG, &c.	PANAMA MARU	Jap. str.	k. w.	SHEWAN, TOME'S & CO.	On 2nd July.	
MARSEILLES, HAVRE & HAMBURG, &c.	PEELIA	Ans. str.	k. w.	W. E. Kelway	On 26th July.	
MIDDLEHAM CASTLE	INDRAMATO	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	On 4th July.	
NEW YORK	INDRAHINI	Brit. str.	—	THE CANAL LINE LIMITED	On 30th July.	
BOSTON & NEW YORK	HERCULES	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 2nd July.	
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 13th July, at 6 P.M.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	PACIFIC MAIL SS. CO.	On 3rd Aug., at 6 P.M.	
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	SIBERIA	Am. str.	—	PACIFIC MAIL SS. CO.	On 2nd July, at 1 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	TOYO KABEI KAISHA	On 25th July, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIANGMA	Jap. str.	—	BUTTERFIELD & SWIRE	On 2nd July, at 4 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIANGMA	Jap. str.	—	BUTTERFIELD & SWIRE	On 5th July, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	GUERIE	Jap. str.	—	MELCHERS & CO.	On 9th July, at 4 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRINZ WALDEMAR	Jap. str.	—	GIBR. LIVINGSTON & CO.	On 13th July, at 9 A.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SALENS	Jap. str.	—	KOTO MARU	On 20th July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SILESIA	Jap. str.	—	KOTO MARU	On 6th Aug., at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	ITINDA	Jap. str.	—	J. Kennedy	On 1st July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CETYLON MARU	Jap. str.	—	JARDINE, MATHESON & CO., LTD.	To-day, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AKI MARU	Jap. str.	—	NIPPON YUSHI KAISHA	On 1st July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	YAWATA MARU	Jap. str.	—	NIPPON YUSHI KAISHA	On 3rd July, at 5 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TOIMANOE	Brit. str.	—	NIPPON YUSHI KAISHA	On 3rd July, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIPISSHING	Brit. str.	1 m.	JARDINE, MATHESON & CO., LTD.	Quick despatch.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EUROPE	Brit. str.	1 m.	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHENAN	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 4th July, at 4 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	GREGORY APCAE	Brit. str.	1 m.	J. E. Drake	To-morrow, at Daylight.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KWONGSANG	Brit. str.	1 m.	W. F. Richard	To-morrow, at 4 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	LINEAN	Brit. str.	1 m.	C. C. Williams	On 29th inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SILESIA	Brit. str.	1 m.	J. Kennedy	On 30th inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	HARAKA MARU	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	On 3rd July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PIRA	Brit. str.	—	NIPPON YUSHI KAISHA	On 1st July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	DEVANHA	Brit. str.	—	P. & O. S. N. CO.	On 3rd July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOTSONG	Brit. str.	—	P. & O. S. N. CO.	On 5th July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIOTSANG	Brit. str.	—	W. E. Kelway	On 21st July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KARMEER	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	On 3rd August.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CARMARTHENSHIRE	Brit. str.	—	ARTHUR NILSSON & CO.	On 3rd July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	YEDDO	Swed. str.	—	JAVA-CHINA-JAPAN LINER	On 4th July.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TAIMAH	Brit. str.	2 h.	DAVID LIPSON	OSAKA SHOSEN KAISHA	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KANO MARU	Brit. str.	2 h.	DAVID LIPSON	OSAKA SHOSEN KAISHA	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	DAIGI MURU	Brit. str.	2 h.	DAVID LIPSON	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	HAIYANG	Brit. str.	2 h.	DAVID LIPSON	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TAIJIMA	Brit. str.	2 h.	J. P. Scholte	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TAJIMA	Brit. str.	2 h.	A. E. Hodgrins	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TAJIMA	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	FOOCHOW	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TAMSUI	Brit. str.	2 h.	P. H. Holt	DOUGLAS LAFFRAY & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SWATOW	Brit. str.	2 h.	S. A. Crosby	JARDINE, MATHESON & CO., LTD.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AMOY & FOOCHOW	Brit. str.	2 h.	Pennington	SHEWAN, TOME'S & CO.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SWATOW	Brit. str.	2 h.	Leak	JAVA-CHINA-JAPAN LINER	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AMOY & FOOCHOW	Brit. str.	2 h.	M. C. Smith	NIPPON YUSHI KAISHA	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANILA	Am. str.	—	Bourau	NIPPON YUSHI KAISHA	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANGARIN, ILOILO & CEBU	Am. str.	—			

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO MAIL	REMARKS
SHANGHAI, MOJI, KOBE, PERA, AND YOKOHAMA	Capt. W. W. Cooke, R.N.E.	About 3rd July.	Freight only.
SHANGHAI	Capt. W. R. Hickey	About 4th July.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 6th July.	See Special of Call
LONDON and ANTWERP	SIMLA	10th July.	Freight and Passage.
VIA SINGAPORE, PEKING, COLOMBO, PORT SAID and MARSEILLES	Capt. Goldsmith, R.N.E.	10th July.	Advertised.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 27th June, 1912

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 27th June 4 P.M.
HOIHOW (Mails) and HAIPHONG	"SINGAN"	On 28th June, 9 A.M.
SHANGHAI	"LINAN"	On 29th June, M'night.
MANILA, ZAMBOANGA, THURSDAY DAY ISLAND, COOKTOWN,	"CHANGSHA"	On 2nd July, 4 P.M.
CAIENS, TOWNSVILLE, BRISBANE, BANEY, SYDNEY AND MELBOURNE	"TAMING"	On 2nd July, 4 P.M.
MANILA, CEBU and ILOIO	"HUICHOW"	On 4th July, 4 P.M.
WEIHAIWEI and TIENTSIN		

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNS- VILLE, BRISBANE, SYDNEY, and MELBOURNE	"GUTHRIE"	On 9th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried, Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAI FONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, also, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Lading to all Yangtze and Northern China Ports.

N.W.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

NEW SERVICE.

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWINEY,
AGENTS.

[18-851]

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

**MAIL SCHEDULE
(SUBJECT TO MODIFICATION).**

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...	On 1st July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

56

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. E. Hodgins	FRIDAY, 28th June, at 11 A.M.
"HAICHING" ...	Capt. W. O. Passmore	TUESDAY, 2nd July, at 11 A.M.
"HAITAN" ...	Capt. J. S. Roads	FRIDAY, 5th July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIJUN" ... | Capt. J. W. Evans (SUNDAY, 30th June, at 10 A.M. (WEDDAY, 3rd July, at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of July—Return Tickets available for three months will be issued at Reduction of 20 per cent on the usual rate to Foochow.

For Freight and Passage, apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 27th June, 1912.

[17]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFAHETGE GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. Taking cargo at Through Bales to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SILESIA ... 1st July.

S.S. FUERST BUELLOW 2nd July.

S.S. GOLDENFELS ... 14th July.

S.S. SUEVIA ... 29th July.

S.S. KURMARK ... 15th August.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th June, 1912.

TOYO KISEN KAISHA.

**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE STEAMERS

**CHIYO MARU, SHINYO MARU AND
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

CAPTAIN DATE OF SAILING.

STEAMER	W. W. Greene	TUESDAY, 23rd July, NOON.
CHIYO MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
NIPPON MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
H. S. Smith		TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAKI, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILLIAN and PERUVIAN PORTS.

The Steamers—

BUYO-MARU, HONGKONG MARU AND KYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER TONS DATE OF SAILING.

STEAMER	TONS	DATE OF SAILING.
KYIYO MARU	17,500	TUESDAY, 6th July, NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

247

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG;

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

[2]

OSAKA SHOSEN KAISHA.

10
SILK RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.PET. WILH. KROMMES.
ELBERFELD.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 21st June, 1912. [48-11]

BRACES
AND
BELTS.The requirements of the
MODERN CHINESE!Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms ofHUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.GENERAL AGENT FOR HONGKONG AND CHINA OF
C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany). [48-12]

Hongkong, 21st June, 1912.

OBTAIABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG. [48-22]

Hongkong, 21st June, 1912.

POST OFFICE NOTICE

* * * Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Linan, with the Siberian Mail, is due to arrive here to-day.

The China, with the American and Siberian Mails, is due to arrive here to-morrow, at
8 a.m.The Kumano Maru, with the American Mail ex Manchuria, is due to arrive here on
Tuesday, the 2nd July.

FOR	P.S.B.	DATE
SHANGHAI, NORTH CHINA AND JAPAN via NAGASAKI (EUROPE VIA SIBERIA)	Yorck	Thursday, 27th, 9.00 a.m.
Hokkaido, Japan and Yokohama	Chosung	Thursday, 27th, 9.00 a.m.
Saigon, Haiphong and Pakhoi	Kinda	Thursday, 27th, 11.00 a.m.
Siam, Macao	Yokoh	Thursday, 27th, 11.00 a.m.
Shanghai and North China	Harvest	Thursday, 27th, 1.00 p.m.
Shanghai and North China	Bogor	Thursday, 27th, 1.15 p.m.
Shanghai and North China	Sui Tai	Thursday, 27th, 3.00 p.m.
Shanghai and North China	Kwongyeang	Thursday, 27th, 3.00 p.m.
Shanghai and North China (EUROPE VIA SIBERIA)	Chenan	Thursday, 27th, 5.00 p.m.
Shanghai, North China and Japan via Kobe	Gregory Apcar	Thursday, 27th, 5.00 p.m.
Hochow, Haiphong and Pakhoi	Singan	Friday, 28th, 8.00 a.m.
Swatow, Amoy and Foochow	Beitang	Friday, 28th, 10.00 a.m.
Swatow, Amoy and Foochow	Chipheng	Friday, 28th, 11.00 a.m.
Macao, Shanghai, North China, and Japan via Yokohama	Sut Tai	Friday, 28th, 1.15 p.m.
Philippines Islands	Sileia	Saturday, 29th, 1.00 a.m.
Macao	Yensang	Saturday, 29th, 1.00 p.m.
Philippines Islands	Sui Tai	Saturday, 29th, 1.15 p.m.
Philippines Islands	Bubi	Saturday, 29th, 3.00 p.m.
Shanghai and North China	Hainan	Saturday, 29th, 5.00 p.m.
Swatow	Hainan	Sunday, 30th, 9.00 a.m.
Swatow, Amoy and Foochow	Hatching	Tuesday, 2nd, 10.00 a.m.
Swatow, Amoy and Foochow		Wednesday, 2nd, Printed Matter, and Samples
		... 10.00 a.m.
		Registration... 10.15 a.m.
		(Registration with late fee of 10 cents, up to 11.00 a.m.)
		Registration... 9.30 a.m.
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